



**United States Department of the Interior**  
National Business Center  
**Aviation Management**  
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**DOLAM OPERATIONAL PROCEDURES MEMORANDUM (OPM) NO. 06-55**

Subject: Single-Engine Turbine-Powered Airplane IFR

Effective Date: January 1, 2006

Supersedes: OPM 05-55 dated March 21, 2005

Distribution: A, B, & C

Expiration Date: December 31, 2006

**.1 Purpose.** This OPM establishes policy for DOI use of single-engine turbine-powered airplanes in instrument meteorological conditions (IMC).

**.2 Authority.** This policy is established by the Associate Director, Department of the Interior, Aviation Management (DOI AM), in accordance with the provisions of *Departmental Manual 350 DM 1.1*.

**.3 General.** This policy will allow the use of single-engine turbine-powered airplanes for passenger-carrying operations in instrument meteorological conditions. Technological improvements in turbine engines and computerized navigational systems have improved the reliability for these types of aircraft. The Federal Aviation Administration is now allowing single-engine IFR for commercial operators.

**.4 Policy.**

**A. Delete the current 351 DM 1.3 B language which reads:**

1.3 B. Airplane, Single Engine – DOI Owned or Operated.

(1) Single-engine night (as defined in 14 CFR) flying shall not be authorized in mountainous areas depicted in 14 CFR 95, subpart B, or the *Airmen's Information Manual*, Part 1, except as follows:

(a) On DOI AM-designated routes: DOI AM-designated routes are bureau-requested, mountainous-terrain, and pilot-specific routes.

(b) Within a 20-nautical-mile radius of a lighted airport.

(2) All authorized single-engine night, IFR, and “over-the-top” flying shall be in an airplane equipped for IFR flight. The pilot shall be instrument rated and current at night in accordance with 14 CFR 61.57(b). Except for takeoff and landing, all night flight shall be conducted:

(a) At least 1,000 feet above the highest obstacle (2,000 feet in mountainous areas) within a horizontal distance of 5 miles from the course intended to be flown, and

(b) With 3 miles visibility.

(3) IFR and over-the-top operations.

(a) Single-engine IFR flights shall not be planned or conducted into existing or forecast en route icing or other potentially hazardous weather conditions described in the *Airman’s Information Manual* (AIM) defined as SIGMET or AIRMET.

(b) Single-engine IFR flights shall not be permitted in FAA-designated mountainous areas as depicted in 14 CFR 95, subpart B, and the *Airman’s Information Manual*, Part 1. (**Note:** This does not preclude pilots from filing an IFR flight plan and flying under IFR control when weather conditions are VFR).

(c) Single-engine airplanes may be operated in IFR and/or over-the-top flight conditions only in non-mountainous areas, provided:

(i) Weather conditions at departure are at least a 500-foot ceiling and 1-mile visibility, or published approach minimums, whichever is greater;

(ii) Weather reports and forecasts indicate that the pilot can descend into VFR conditions (at least 1,000 feet and 3 miles) when outside class D airspace in case of an emergency at any en route point while flying cross-country; or

(iii) Destination weather is at least a 500-foot ceiling and 1-mile visibility, or published approach minimums, whichever is greater, existing at the time of departure and forecast for time of arrival plus 1 hour. Alternate weather minimums shall be in accordance with 14 CFR 91.

**B. Add the revised 351 DM 1.3 B language which reads:**

**1.3 B. Airplane, Reciprocating Single Engine – DOI Owned or Operated.**

(1) Reciprocating single-engine night (as defined in 14 CFR) flying shall not be authorized in mountainous areas as depicted in 14 CFR 95, subpart B, or the *Aeronautical Information Manual*, Part 1, except as follows:

(a) On DOI AM-designated routes: DOI AM-designated routes are bureau-requested, mountainous-terrain, and pilot-specific routes.

(b) Within a 20-nautical-mile radius of a lighted airport.

(2) All authorized reciprocating single-engine night, IFR, and over-the-top flying shall be in an airplane equipped for IFR flight. The pilot shall be instrument rated and current at night in accordance with 14 CFR 61.57(d). Except for takeoff and landing, all night flights shall be conducted:

(a) At least 1,000 feet above the highest obstacle (2,000 feet in mountainous areas) within a horizontal distance of 5 miles from course intended to be flown, and

(b) With 3 miles visibility.

(3) IFR and over-the-top operations.

(a) Reciprocating single-engine IFR flights shall not be planned or conducted into existing or forecast en route icing or other potentially hazardous weather conditions described in *Aeronautical Information Manual* (AIM) defined as SIGMET and AIRMET.

(b) Reciprocating single-engine IFR flights shall not be permitted in FAA-designated mountainous areas as depicted in 14 CFR 95, subpart B, and the *Aeronautical Information Manual, Part 1*. (Note: This does not preclude pilots from filing an IFR flight plan and flying under IFR control when weather conditions are VFR.)

(c) Reciprocating single-engine airplanes may be operated in IFR and/or over-the-top flight conditions only in non-mountainous areas, provided:

(i) Weather conditions at departure are at least a 500-foot ceiling and 1-mile visibility, or published approach minimums, whichever is greater;

(ii) Weather reports and forecasts indicate that the pilot can descend into VFR conditions (at least 1,000 feet and 3 miles) when outside class D airspace, in case of an emergency at any en route point while flying cross-county; or

(iii) Destination weather is at least a 500-foot ceiling and 1-mile visibility, or published approach minimums, whichever is greater, existing at the time of departure and forecast for time of arrival plus 1 hour. Alternate weather minimums shall be in accordance with 14 CFR 91.

**C. Delete the current 351 DM 1.3 C language which reads:**

1.3 C. Airplane, Single Engine – Vendor Operated. Vendor single-engine aircraft operations shall not be conducted into instrument meteorological conditions (IMC) or night conditions as defined in 14 CFR with Government personnel on board.

**D. Add the revised 351 DM 1.3.C language which reads:**

1.3 C. Airplane, Reciprocating Single Engine – Vendor Operated. Vendor reciprocating single-engine airplane operations shall not be conducted into instrument meteorological conditions (IMC) or night conditions as defined in 14 CFR with Government personnel on board.

**E. Delete the current 351 DM 1.3 D language which reads:**

1.3 D. Airplane, Multiengine – DOI Owned or Operated.

**F. Add the revised 351 DM 1.3.D. language which reads:**

1.3 D. Airplane, Multiengine and Turbine Single Engine – DOI Owned or Operated.

/s/ Mark L. Bathrick

Associate Director